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Docket - 222

FEDERAL COMMUNICATIONS COMMISSION
WASHINGTON, D.C. 20554

POLICY & PLANNING
BRANCH ROOM 5202

17 MAR 1993

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IN REPLY REFER TO:

7330-7/1700A3

Congressional

DUE: 3-10-93

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CONGRESSIONAL CORRESPONDENCE TRACKING SYSTEM
03/02/93

LETTER REPORT

CONTROL NO.	DATE RECEIVED	DATE OF CORRESP	DATE DUE	DATE DUE OLA(857)
9300992	03/02/93	02/10/93	03/22/93	

TITLE	MEMBERS NAME	REPLY FOR SIG OF
Senator	Conrad Burns	BC

CONSTITUENT'S NAME	SUBJECT
Darrell Anderson	inq. comments on PR Docket 92-235

REF TO	REF TO	REF TO	REF TO
PRB/LM			
3-3-93			
DATE	DATE	DATE	DATE
03/02/93			

REMARKS: Respond to the attention of Kathy Sparr in the Great Falls, MT office.

CONRAD BURNS
MONTANA

PRB
9-235

United States Senate

COMMITTEES:
COMMERCE, SCIENCE, AND TRANSPORTATION
ENERGY AND NATURAL RESOURCES
SMALL BUSINESS
SPECIAL COMMITTEE ON AGING

[redacted]

SENATOR CONRAD BURNS
WASHINGTON, D.C.

Due to the provisions of the Privacy Act 1974 (Title 5, Section 552A of the U.S. Code) before I can make an inquiry on your behalf, I must have your permission.

To avoid delays, please state in writing that I have your permission to make this inquiry and to receive any information needed to complete your request.

DEAR CONRAD:

I authorize you to make inquiries to the appropriate officials on my behalf.

NAME (Please print) DARRELL L. ANDERSON

ADDRESS 132 15TH AVE N.W.

CITY Great Falls ST MT ZIP 59404

DATE FEB 5, 1913

PLEASE STATE YOUR REQUEST AND A BRIEF EXPLANATION. (Please Print)

See Enclosed Info

(a copy of this form may be sent to the agency involved)

SIGNATURE Darrell L Anderson

Darrell L. Anderson
132 15th Ave. N.W.
Great Falls, MT 59404

The Honorable Senator Conrad Burns
183 Dirkson Senate Office Building
Washington D.C. 20510

RE: FCC NPRM Docket 92-235
Comment Period ending Feb 26, 1993

February 5, 1993

Dear Senator Burns,

I am a 41 year old aircraft mechanic employed by the Montana Air National Guard. I am also a Private Pilot and I have been interested in aviation for as long as I can remember. I attribute my career choice to my father introducing me to model aircraft as a young boy. For the last 18 years I have been very active in a 50 member local club whose members enjoy constructing and operating radio controlled (R/C) model airplanes. I am currently instructing my son to fly an R/C aircraft, and hope to instill in him the love of aviation as my father did for me.

I am very concerned about proposed rules that are currently under consideration by the Federal Communications Commission (FCC). The proceeding is PR Docket 92-235. If adopted, the new rules will greatly reduce the usability of frequencies currently assigned for model use and increase the risk of accidents and attendant liability for controlling model airplanes.

Our radio control frequencies are in the 72 - 76 MHz band. This band is primarily used for private land mobile dispatch operations. However, our radio control frequencies in this band are far enough apart from the land mobile frequencies that we have been able to share the band without either use interfering with the other.

Now the FCC wants to create more land mobile frequencies by splitting them into narrower bandwidths and rearranging the band plan. As a result

When we fly our model airplanes under radio control, we go to great lengths to assure the safety of the operators and bystanders and the protection of property. Many of our safety precautions involve the careful coordination and use of the radio control frequencies. If the number of usable frequencies is diminished as proposed by the FCC, the remaining frequencies will become congested and the margin of safety will be greatly decreased.

Please understand that many model airplanes have wing spans up to 10 feet and weigh as much as 30 or 40 pounds. The models themselves are expensive to build; but more to the point, they are capable of causing property damage, serious injury, or even death if radio interference causes the operator to lose control of the craft. We often fly our models at organized events and contests where hundreds of operators participate. We need the use of our full complement of radio frequencies in order to assure a safe flying environment.

I do not think it is wise of the FCC to seek to improve conditions of land mobile radio users at the expense of radio control modelers. The FCC may not think we are as important as business users of radios, but we have a considerable investment in our models and in our radio equipment. The hobby provides many hours of enjoyment to thousands of people like myself and contributes to the advancement and development of the commercial aviation industry.

Please help me continue the safe enjoyment of my pastime by not allowing the FCC to carry out its proposals for the 72 - 76 MHz band.

Sincerely,

Darrell L. Anderson

Darrell L. Anderson

INFO, COPY TO.

Darrell L. Anderson
132 15th Ave. N.W.
Great Falls, MT

Federal Communications Commission
1919 M St, NW
Washington, DC 20554

February 5, 1993

RE: NPRM-PR Docket 92-235

Gentlemen:

I am dismayed at the intent of the Land Mobile Radio Service to place additional licensed commercial radio frequencies in the 72 to 76 MHz bands.

It is my understanding that these additional frequencies will be spaced only 2.5 kHz from existing frequencies allocated under Part 95-Personal Radio Service Subpart C-Radio Control (R/C) Radio Service. **This plan will have a devistating effect on the millions of people of all walks of life who enjoy R/C modeling as a pastime, not to mention the INDUSTRY that has developed to support them.**

With the placing of mobile radios using higher power outputs than the R/C frequencies (750 Milliwatt maximum allowable) at 2.5 kHz spacing, the safe use of the Radio Control Service frequencies will be greatly impacted. What R/C frequencies are left usable would suffer safety problems from over crowding. Even today with state-of-the-art equipment developed by the R/C industry, many radio control frequencies around urban centers remain unusable due to high powered, or even illegal, commercial users.

Please understand that many model airplanes have wing spans up to 10 feet and weigh as much as 30 or 40 pounds. The models themselves are expensive to build; but more to the point, they are capable of causing property damage, serious injury, or even death if radio interference causes the operator to lose control of the craft. We often fly our models at organized events and contests where hundreds of operators participate. **We need the use of our full complement of radio frequencies in order to assure a safe flying environment.**

Although the allocation of R/C frequencies under Part 95 occurred in 1983, It was not until January 1, 1991, that the R/C industry and the Academy of Model Aeronautics were able to make available and phase in the use of R/C equipment capable of operating safely in the 10 KHz spacing that existed between the R/C frequencies and licensed commercial users.

This Phase-In took 8 years to set in place and required a considerable individual investment in new radio control equipment to meet the technical requirements of the 10 KHz spacing. **NOW, we are expected to do it all over AGAIN!**

This Rule, if implemented, will result in a considerable financial impact to each individual R/C station operator, the obsolescence of nearly all of the **NEW equipment** now in use by MILLIONS of owners, and the end of a fine safety record.

I hope that you will reconsider.

Sincerely,

Darrell L. Anderson

A beep heard 'round the world

By The Associated Press

WASHINGTON — The Federal Communications Commission moved earlier this month to put a powerful new tool in the hands of bosses and customers impatient to have their demands met immediately.

It set aside a spectrum of radio frequencies for satellite paging services that will transmit beeper messages anywhere on earth.

The new systems could also prove a boon to law-enforcement officials, rescue workers and numerous others anxious to track down missing goods and missing persons in remote reaches of the planet.

FCC officials said they hoped to begin issuing licenses this year for the systems, which would also make it easier to find stolen cars.

Satellites, which could be launched as early as next year, would be orbited just a few hundred miles above the earth to relay the messages from hand-held devices costing only a few hundred dollars.

The New York Times reported that one company planning such services projects that each message would cost a few cents to transmit and would be limited to perhaps 100 characters.

That would be similar to paging devices already in service. By contrast, however, the new devices would reach anywhere on the globe. And the new system would have further reaching uses.

It is conceivable, for example, that in the case of a light plane that crashed in remote, mountainous region, surviving passengers would no longer wait for a search party to find them. Instead, they could send a beeper message to the headquarters of the rescue operation.

And system designers say that eventually every car could have such a device built into it that could be activated if the vehicle were stolen.